

**Department of Transportation
Project No. 145-99
Rehabilitation of Route 190 (Buckley Highway)
over Interstate 84
Town of Union
Public Information Meeting**

**Thursday, September 15, 2011, 7:00 p.m.
Union Town Hall, Town Room
1043 Buckley Highway
Union, Connecticut**

Minutes

Present:

Scott A. Hill – Connecticut Department of Transportation (CTDOT)
Louis D. Bacho – CTDOT
Mary E. Baker – CTDOT
Andy Goodhall – First Selectman Town of Union
Jeffrey J. Fontaine – Close, Jensen and Miller, P.C (CJM)
Two Residents

Presentation:

A presentation was delivered by Ms. Mary E. Baker from CTDOT and Mr. Jeffrey J. Fontaine from CJM.

The following items were included in the presentation:

- The project consists of the rehabilitation of the Route 190 (Buckley Highway) bridge over Interstate 84 while minimizing disturbance to the traveling public.
- The existing Buckley Highway bridge is a 214' long, two-span multi-girder structure with an overall width of 44'-0" and a minimum vertical clearance of 15'-3". The curb to curb width is 38'-0".
- The bridge has been recommended for rehabilitation due to structural deficiencies (fascia girders exhibit extensive vehicular impact damage) and a substandard existing minimum vertical clearance (15'-3") deeming it functionally obsolete. The overall superstructure condition rating is "4".
- The proposed bridge consists of a two-span continuous, multi-girder, high strength weathering steel superstructure with a composite concrete deck. The shallower depth provided by the new steel girders will provide for the majority of the additional one foot of under-clearance required for the bridge to maintain a minimum vertical clearance of 16'-3" over Interstate 84. The vertical curve will also be slightly raised to allow for a smoother transition along the bridge. The pier and abutments will be modified to accommodate the raised height of the superstructure. The structure will maintain the same length and out-to-out dimensions. The curb-to-curb width will increase from 38'-0" to 39'-10" since the proposed parapets are roughly 1'-0" narrower than the existing 2'-10" parapets with safety walks.

- The construction of the proposed bridge will be performed in two stages, maintaining alternating one-way traffic during each stage and providing temporary illumination and traffic signals at the I-84 ramp intersections located on each side of the bridge. Emergency vehicle pre-emption will be provided.
- Impacts to utilities are not anticipated at the project site. Overhead lines on utility poles veer to the south of the bridge and cross I-84 roughly 50 feet from the bridge fascia.
- The entire project is located within the State's Right of Way, and no impacts to abutting property owners are anticipated.
- The estimated construction cost of the project is approximately \$5,100,000 which will be undertaken with Federal and/or State funds.
- Construction is anticipated to begin in the Spring of 2013 and be completed in the Fall of 2014, allowing for a full construction season for each stage.

Public Comments and Questions:

Question:

A question was asked by a town resident about what the clearance heights of other bridges (namely the ones located at exits 72 and 74) in the area were. The resident was curious about whether or not the nearby bridges would also require rehabilitation for the same reasons as Bridge 00849 and, if so, if the construction for those bridges would all be performed at the same time.

The under-clearance heights for the bridges along Route 89 and Route 171 over I-84 are 14'-11" and 15'-0" respectively. These bridges are not currently included on the project list of bridges requiring rehabilitation or replacement as they do not exhibit the same extent of damage as Bridge 00849. Inspections performed on the two bridges have not revealed any immediate deficiencies with the structures and rehabilitation is not anticipated in the near future.

Question:

Another question brought up by a resident involved what the limits of the paving were for the project. He stated that the pavement at the I-84 ramp intersections gets damaged due to heavy load vehicles frequently using the off and on ramps (most likely as a means of avoiding the low vertical clearance of the bridge).

The proposed paving limits of the project end roughly 20 feet short of the intersections on both sides of the bridge. It was noted that because the vertical clearance will be raised to the required height of 16'-3", heavy load vehicles will no longer need to use the ramps to avoid a substandard vertical clearance and the damage to pavement should no longer be an issue.

Adjournment: The meeting was adjourned at 7:30 p.m.